8: Bojkoff K-4,5 (no date) 1946 EE1 Bulgaria EE1

474 With a population of 6.25 millions we have 275 inhabitants per cooperative society, or 1 out of 6.5 inhabitants is a member of a cooperative society. The members of cooperatives make 15.5% of the total population.

745 **53. Public Insurance.** The income from public insurance for 1938 is 281.4 millions leva. The disbursements for accident, sickness, maternity cases, invalidity, old age and unemployment amount to 155.967.000 leva.

496 **54. Bulgarian Railroads.** (Appendix II) At the time of her liberation (1878) Bulgaria and Eastern Roumelia (South Bulgaria) received from the Ottoman Empire 542 km. = 336 miles of privately owned railroads. With a territory of 103.000 sq. km. = 39.400 sq. miles and a population of 2.8 millions inhabitants at that time, Bulgaria obtained 5.26 km. railroads per 1000 sq. km. territory and 193 km. per 1 million inhabitants. The average railroad intensity of Europe at that time was respectively 24.5 and 600 km. so that Bulgaria was 4.65 resp. 3.1 times less favorable than Europe in that respect. Bulgaria possesses to day (Dec. 31, 1944) 3,760 km. = 740 miles of railroad lines; this makes 33.6 km. per 1000 sq. km. of territory and 522 km. per 1 million inhabitants.[1]) Consequently Bulgaria, having increased her railroad network 6.95 times, has increased her network intensity 7.1 times in relation to this territory and 2.7 times in relation to her population (the growth of the population is very rapid). Bulgaria is well nigh to catch up with Europe so far as the average density of the railroad network is concerned. We should not fail to underline this fact, because between 1878 and 1945 the growth of Bulgaria's railroad network for the duration of this 67 years has been at the rate 48 km. of railroads per year. At an average cost of 6.4 millions leva per kilometer for railroads, rolling stock, inventory and other equipment, according to prices of 1941, this would represent an expenditure of about 310 millions leva a year, which is quite a significant amount for the limited financial resources of Bulgaria.

131 161 [1]) 1945 Bulgaria has a territory of 110.842 sq. km. = 42.800 sq. miles and a population of 6.9 millions. In Fig. 12 read 110.842 instead of 110.342 sq miles.

7 [See pp. 110(A) - 110(B) -- Analyst]

496 Of course, the railroad situation in Bulgaria leaves much to be desired and one of the most important and most expensive railroads waits the realization of its construction. A comparison elaborated in 1926 will give a good idea of the eagerness of this small country for railroads. The increase in the number of passengers and the passenger-kilometers covered in travel for a period of 15 years (1911-1926) was 165% for the first and 158% for the second, having at the same time an increase in the length of the railroad network. Suppose we had eliminated this last fact and took into consideration the covered passenger-kilometers per 1 kilometer of opperated railroad, then we would obtain an increase in the intensity of passenger traffic reaching up to 104%, or doubled. This figure is both significant and interesting, because we do not find in the other European railroad administration. Obviously, this situation shows that Bulgaria has not reached a point of saturation in railroad activity.

497 Let us give a comparative idea in regard to passenger traffic:

States	*Number of passenger in millions*			*Passenger-km covered in millions*		
	1913	*1926*	*Increase in %*	*1913*	*1926*	*Increase in %*
France	583	784	34.4	20,637	28,194	36.6
Germany	1,743	1,819	4.35	40,474	42,922	6.1
Belgium	203	225	10.8	4,878	6,184	26.7
Italy	94	115	22.3	—	—	—
Danemark	34	43	26.5	969	1,098	11.7
Bulgaria	3,5 (1911)	9.2	19.2	234 (1911)	605.7	158

Note. Under Bulgaria, the comparison is for 1911 and 1926/7, because if we take the very weak traffic in 1913, the comparison would appear most favorable for her.

The same remarkable increase we observe in the freight traffic also and the comparison for it is as follows:

	Freight in million tons			*Freight covered in million tons — km*		
	1913	*1926*	*Increase + Decrease — in %*	*1913*	*1926*	*Increase + Decrease — in %*
France	243	293.6	+20.8	28,973	41,7.4	+44.3
Germany	450	376.0	—16.4	60,479	58,421	— 3.38
Belgium	61.5	83.0	+30.0	5,290	8,273	+56.4
Italy	41.4	65.2	+57.6	—	—	—
Denmark	9.3	9,4	—	601	633	+ 5.3
Bulgaria	2.04	3,15	+54.5	270.4	497.8	+84.4

496

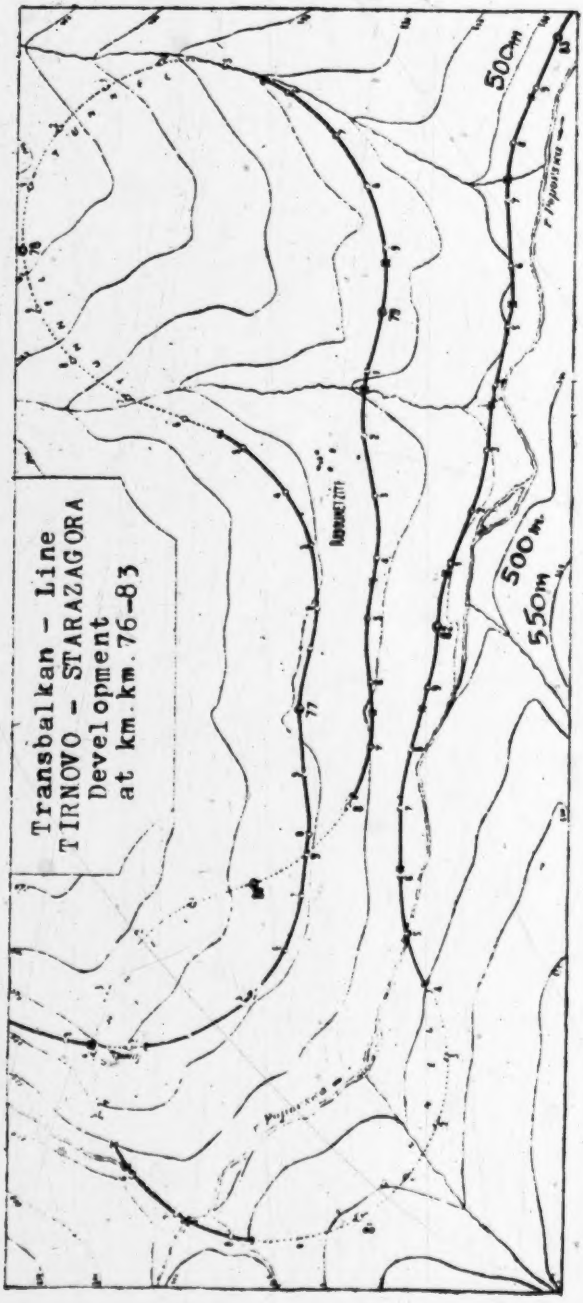
Transbalkan - Line
TIRNOVO - STARAZAGORA
Development
at km. km. 76-83
500m
500m.
550m

Fig. 28.

496
[499] The technical skill of Bulgaria in railroad construction stands at a very high level. It does justice and honor to the country's efforts. The railroads are studied and built by Bulgarian railroad engineers and railroad building companies or by the State. As interesting examples of railroad construction, we might point the Trans-Balkan railroad (Fig. 28), as well as the outstanding interesting development of the Rhodope railroad, which runs from the Maritsa valley to the valley of Mesta and the Southern Bulgarian border (Fig. 29).

Unfortunately, Bulgarian railway lines stop short of the Aegean coast at a very close distance to it (Appendix II). The major line from Roussé on the Danube to south of Momchilgrad, which is 414 kilometers long, stopped 30 kilometers short of the Greek frontier and 30 kilometers from there to the Aegean Sea.

How do Bulgarian railways stand as compared to the railways in her neighbouring countries?

Statcs	*Years*	*Railroads kilometers*	*Territory sq. km.*	*Railways per 1000. km. of territory km.*
Bulgaria	1937	3.105	103	34.—
Greece	1935/6	2.650	130	20.4
Yougoslavia	1935	9.471	248	38.2
Romania	1936	11.216	295	38.2

Romania had 4.357 kilometers of railways until 1918. Then she added the Austro-Hungarian railways to make them 11.678 kilometers. In this way, she increased the density of her railway network and acquired the advantage of a modern system of communications. Similarly, Yugosla.ia acquired the biggest part of her railroads as a result of the dissolution of the Austro-Hungarian Empire. Serbia had only 1.600 kilometers of railroads for a territory of 48.303 sq. km., or 43 km. of railroads per a 1000 sq. km. of territory until 1914. It is evident, therefore, that, compared to the other Balkan countries, Bulgaria has relied on her own efforts and has exerted herself most of all of them for the development of her railway communications.

496

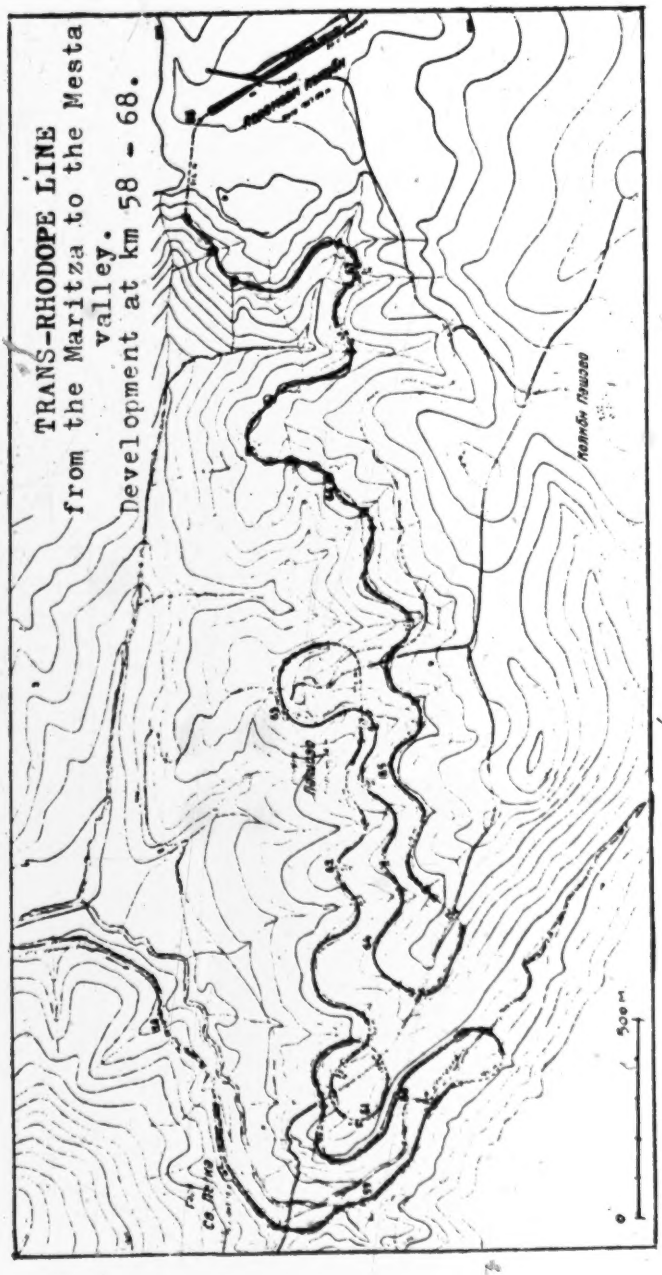
TRANS-RHODOPE LINE
from the Maritza to the Mesta valley.
Development at km 58 - 68.
500 m
0

Fig. 29.

491 **55. Other Means of Communication.** The development of road construction is in no way less interesting. After the war of 1877/78 Bulgaria inherited from the Ottoman empire 3,727 km. of delapidated roads. She has to-day 33.000 km. of roads, completed or in process of completion, which makes a ninefold increase. Bulgaria had no regular automobile lines until 1920. Now she owns 18.000 km. of such lines or 16.4 km. per 100 sq. km. of territory, over which 10.000.000 passengers are carried annually. If we keep in mind, that the annual passenger traffic over the Bulgarian railroads is about 16.000.000 passenger, we would appreciate the significance of these authomobile lines for the country and the development that might be anticipated for the Bulgarian road system both in size and in quality. The advance estimate for 1970 is that Bulgaria may have 60.000 km. of roads which will probably be the point of saturation.

496 Bulgaria has to take long strides in the development of her communications system. Such effort would be beyond her possibilities in size and resources, but she can not afford to lag behind the general European standard. The student, prompted by good will in seeing and comprehending things according to their proper light, will not fail to realize the laudable endeavors and exertions of our poor, industrious and patient people. The railroads in Bulgaria are built and managed by the State and, consequently, their exploitation goes only to benefit the entire national economy. While financial soundness of the railways is not overlooked, the benefit that they will bring to the national economy is foremost in the mind of the legislator. Bulgaria owes her advancement and her reputation for such advancement to her railroads. The same scruples and views the Government has in regard to the exploitation of automobile roads also. Despite the fact that this exploitations is fostered at the present time on the basis of private concessions, the tendency for the state is to take over entirely their exploitation, because of the constantly growing public interest in them.

205 As another mark of the advanced instruction and enlightenment of our people, we will take as a practical example the movement of mail for 1939 and compare it to the other neighbouring countries in the Balkan peninsula.

205

States:	Population in millions	Private mail in thousands of letters	Letters per each inhabitant annually
Bulgaria	6.29	192,460	30.55
Greece	7.11	134,516	17.55
Romania	19.85	462,327	23.30
Yugoslavia	15.70	392,006	25.—

We should remember, with regard to the last two countries, the acquisition of the Austro-Hungarian territory in 1918 with a population much higher in culture than the culture of the native inhabitants. Bulgaria has one Post-Office for each group of 1930 persons, and Greece has one for each group of 4,000.

487

56. An Important Balkan Problem of Communications.[1]) Bulgaria is the bridge land between two important water routes: The Danube and the Aegean Sea. (Fig. 1 to 5). A huge traffic is liable to rise from the natural hinterland of the Aegean Sea, had this hinterland, extending north of the Danube as far as the Baltic Sea, had a natural outlet southwards to the Aegean. The whole mass of this traffic moves down to the south and stops at the Bulgarian-Greek frontier which, at one point, is only twenty one kilometers from the sea. The major railway starting at Roussé, the extension of which was planned when Bulgaria had dominion of the Aegean coast (1913 — 1918), runs through Stara-Zagora and stops at Momchilgrad at a distance of 64 kilometers from the sea after a course of 415 kilometers.

496

The Rhodope mountains are divided in two parts and a small part is left on Greek territory. The other huge part, with a mountainous population, is separated from the sea coast and the planes of Western Thrace which were the markets of this population and the winter pasture of the numerous cattle and sheep. The Rhodope population were the artisans of this district: masons, tailors and even fishermen. The Inter-Allied Comission, which administered under Governor-General Charpy (1918 — 1920) Western Thrace, taken from Bulgaria, until its transfer by virtue of the Peace Treaty of Sèvres (August 10, 1920), established that the inhabitants of Aegean Thrace were pre-

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[1]) Cf. i. Boshkoff, Quelques Notes sur les Communications dans les Balkans. Sofia, 1945.

7 [See category 116, pp. 9, 10, 12, 13, 38 -- Analyst]

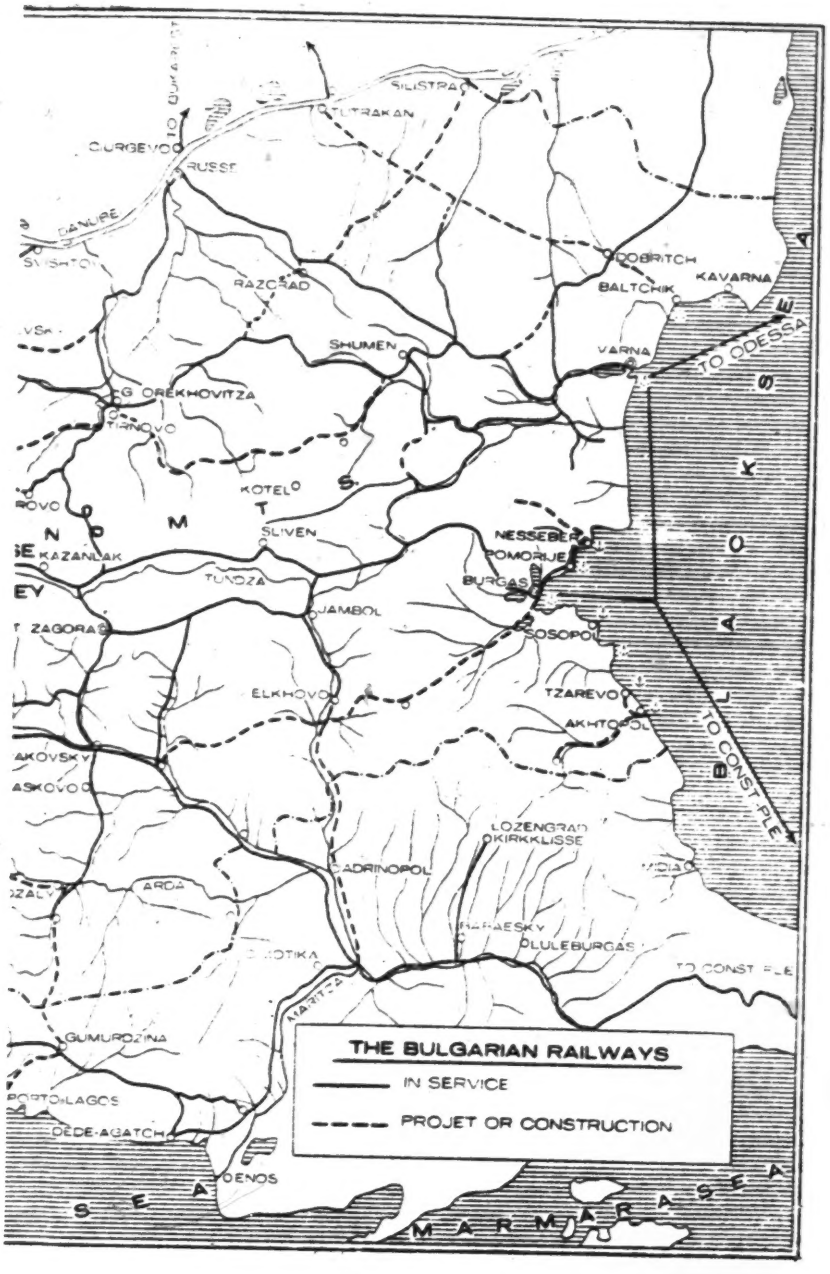
APPENDIX II. — Scale in kilometers.

496

110(A)
[Left-hand side]

8: Bojkoff K-4, 5 (no date) 1946 EE1 Bulgaria EE1

496



110(B)

[Right-hand side]

11: Logio S-4 (no date) 1936 EE1 Bulgaria EE1

439 deepening economic crisis, and though she remains the best purveyor and client of Bulgaria, such commerce as is carried on is mainly in the form of barter and is yearly becoming more difficult. So long as England seems disinclined to lend a helping hand to Bulgaria and the other Danubian countries in order to facilitate the marketing of their produce on the British market, the only alternative which would bring relief to these hard-pressed communities, is the restoration of prosperity to Germany, which alone seems capable and willing to interchange its products with those of the Danubian countries, for the mutual advantage of all the parties concerned. As prosperity seems to have taken leave of Germany, and England shows little desire to assume the role of a good European, prospects for recovery in Bulgaria and the neighbouring countries can not be said to be bright.

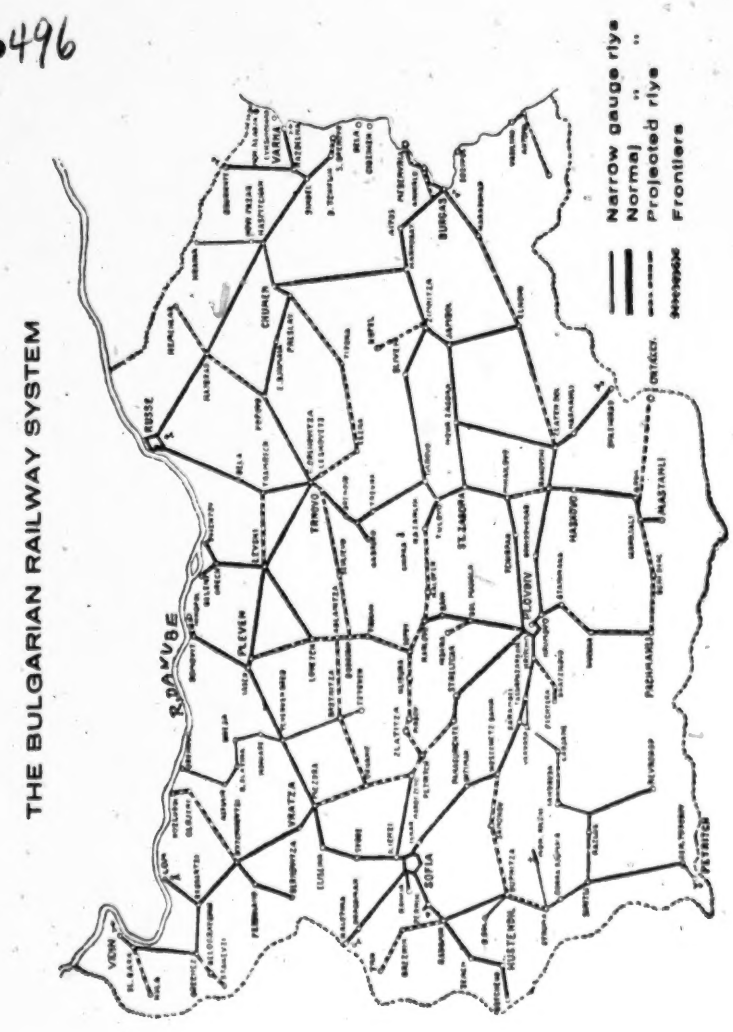
COMMUNICATIONS

Railways

•496 655 The Bulgarian State railway system at the end of 1933 consisted of 2,800 klm. of single track normal gauge railway lines, including the section Plovdiv-Panagurishte, 70·88 klm. in length opened to traffic in December 1933, 162 klm. of narrow 76 cm. gauge, and 250 klm. of 60 cm. gauge. According to a statistical report issued during the financial year 1932-3, the capital invested in the railway system amounted to 13,514,847,000 leva (or, 450,494,900 gold francs) and was made up of the following items:

Railway lines (all gauges) 3,085 klm.	value 350,375,520 gold francs	
Locomotives 597		
Passenger cars 621		
Tenders 205	"	100,119,380 "
Postal cars 43		
Goods trucks 10,901		

•496


THE BULGARIAN RAILWAY SYSTEM
Narrow gauge rlys
Normal " "
Projected rlys
Frontiers
DANUBE
RUSSE
VARNA
BURGAS
PLEVEN
SOFIA
VIDIN
ORTAKOI
MARITSA

COMMUNICATIONS

Of all East European States, Albania excepted, Bulgaria has the smallest milage of all, 2·2 klm. of railway track per 100 sq. klm. of territory. The ratio being 2·5 for Greece, 3·7 for Yugoslavia, 4 for Rumania, while the proportion for Austria, Hungary and Switzerland, are respectively 8, 10·2, and 14. In spite of this evident inferiority, construction since 1918 has been very restricted, averaging a bare 44·3 klm. a year, owing to the depressed State of the country's finances. The railway administration is an autonomous institution and since 1929 has had its own distinct budget. The railway department had the great advantage of having for a number of years a most energetic, progressive and honourable engineer at its head, M. Morfov, who was subsequently nominated to the post of Bulgarian Minister in Paris, it also had in recent years the good fortune to possess as titulary chiefs, in the person of the Ministry of Railways, such active and honest men as MM. Kimon Gheorghiev and Stoyan Kosturkov, all of whom did their best to avoid the mistakes committed by their predecessors, a few examples of which are narrated further on.

The table on page 212 will give an idea of the intensity of the traffic and of the rentability of the system during the last few years.

The intensity of the traffic in comparison with Western European countries is very light, as may be seen by comparing the relative data for the year 1931 relative to Belgium and Bulgaria:

	Average milage	Number of passengers carried	Passengers per klm.	Goods carried	Tons per klm.
Belgium .	4800 klm.	221,303,000	1,209,000	79,535,000	1,433,000
Bulgaria .	2600 klm.	7,680.000	204,000	3,480,000	250.000

From the above table it will be seen that the traffic in Belgium is on an average 6 times as intense as in